

The Heart of Health Care

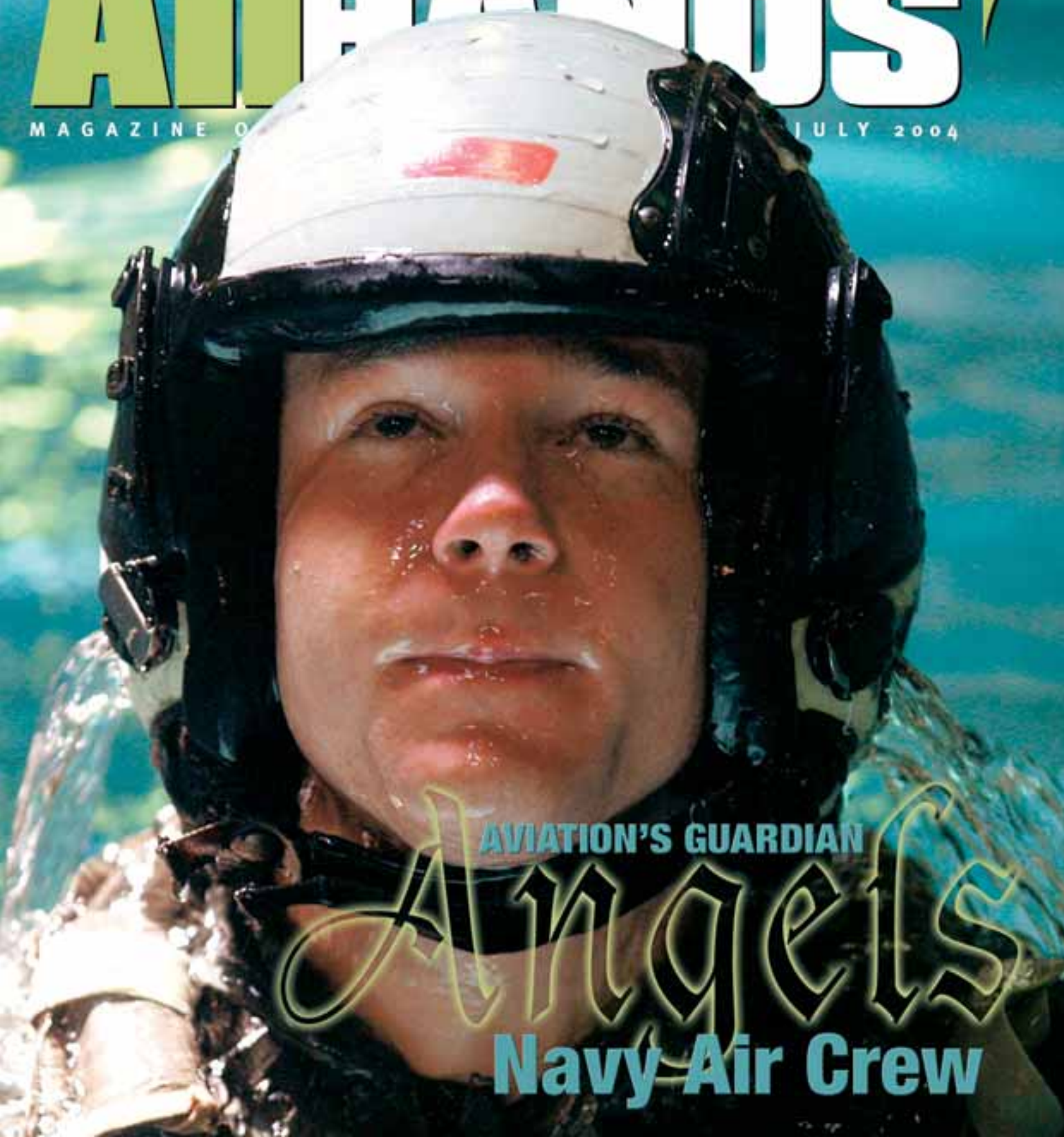


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ALL HANDS

MAGAZINE OF

JULY 2004



AVIATION'S GUARDIAN

Angels

Navy Air Crew



[Number 1047]

ALL HANDS

14 The Heart of Health Care

July [Features]

[On the Front Cover]

Air Crew Candidate, AA William J. Hamilton, grabs his first breath of fresh air after practicing down proofing during water survival training at NAS Pensacola, Fla. Hamilton is following in the footsteps of his air crew-qualified father, CWO2 William Hamilton, an Aviation Electronic Technician Organizational (ATO) Officer, stationed in Dallas.

Photo by JO1 (SCW/SS) James G. Pinsky

[Next Month]

In the August issue, *All Hands* takes a look at changes and improvements throughout the Special Warfare Community.

Since the Navy's infancy, the healing hands of nurses like LT Lisa Saar have provided care to military members. The role of the Navy Nurse has developed through the years, diversifying concepts and expanding its role as medical technology allowed, but one thing hasn't changed — the vice Nurse Corps mission. Caring and personal, today's Navy nurses are still at bedsides to wipe feverish brows, hold anxious hands and maintain a protective watch over their charges.

Photo by JO1(SW) M.J. Darby

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20 Angels among us

Angels exist. The Navy makes them, and our factory is in Florida. Navy angels wear green flight suits and snug-fitting flight helmets. But these guardian angels faithfully stand watch over aviation crews, passengers, aircraft and cargo, as they have since the dawn of naval aviation.



Photo by JO1(SCW/SS) James Pinsky

30 Against All Odds: Recruiting in an Army Town

Ft. Bragg, N.C., is more than just your typical Army town. It's the home of one of the military's elite fighting elements—the paratrooper—and just about every kid in Fayetteville, N.C., who ever thought about joining the military grows up wanting to be one. That is until they talk to Gas Turbine Systems Technician (Electrical)(SW) 1st Class Harry Blackmore, Jr. a Navy recruiter stationed in the heart of Army country.



Photo by JO1(SCW/SS) James Pinsky



Members of Special Boat Team (SBT) 22 practice narrow river beach extractions under hostile fire conditions. SBT-22's primary mission is to conduct special operations in riverine environments.

Photo by PH2 Eric Logsdon



Members of Explosive Ordnance Disposal Mobile Unit (EODMU) 11 members perform a static jump from the ramp of a C-130 *Hercules* in groups of three. EODMU 11 is flying with the 731st Airlift Squadron and will descend from altitudes ranging from 1,000 to 13,000 feet.

Photo by PHAN Chris Olsen

Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

These questions are from a recent discussion with Sailors at an all hands call:

Q: With the introduction of web-based curriculums and computerized training, is the focus only on increased throughput or is thought given to the quality of the training? If we ‘computerize’ all training, won’t we lose some of the quality of our traditional training?

A: The goal of the Revolution in Training is not to see if we can computerize all training. As a matter of fact, a command was established from Task Force Excel, the Human Performance Center (HPC), to ensure that we develop the right methods of training for the right objective.

We know that one method of training is not necessarily the best method for all instances. There are some skills that are best taught using computer-based, self-paced systems, while there are other skills that are best taught in a lab setting. There are a number of different mechanisms and manners in which we have to evaluate training programs to ensure that we’re using the right method to train to the right objective. There is no ‘one size fits all’ when it comes to Navy training.

Some of the approaches we’re looking at are providing you the right training, at the right level, so that when you first arrive at your command you’re able to be productive right from the start. Many of us have received training in




Photo by J01 Preston Keres

Q: I have orders to a ship, and medical has cleared me to be Fit For Duty (FFD). Why do I also have to complete an Operational Screening (OS)?

A: Being designated FFD does not automatically mean you are deployable. Many Sailors are surprised to learn that you can be found FFD by competent medical authority, yet not be able to serve in an operational billet (afloat or overseas)

due to a chronic or continuing medical issue.

When a Sailor is issued orders to operational duty (Type-2 or 4), there is a section of the PCS orders directing that an OS must be conducted. Your local military treatment facility must review your medical record to determine if you can successfully screen for sea duty. If they notice a medical condition, they will either state you are unsuitable, or will ask the gaining command if they can handle the medical condition.

Type-4 orders (overseas sea duty) also have the requirement of an overseas screening. It is possible to be FFD, cleared for overseas duty and still not be cleared for sea duty in that particular location. For further details and the entire instruction on Operational Screenings see MILPERSMAN 1306-140. 

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

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Family Care Planning Key to Readiness, Policy Updated

Prior planning for family care is essential to combat readiness, by ensuring Sailors and their families are prepared for deployments, and ready to execute their military and professional duties.

To provide Sailors clear guidance for developing reliable family care plans and to assist commands in creating effective family care programs, the Navy recently revised the Family Care Policy instruction (OPNAVINST 1740.4B).

"The new revision simplified and clarified many of the requirements of the policy," explained CAPT Carol Schmidt, branch head of Women's Policy in Washington, D.C. "We included a simple checklist to guide Sailors through the development of a plan."

Several topics included in the checklist are:

- Financial preparations, such as establishing allotments, fund transfers, and/or automatic bill pay.
- Logistical concerns, such as family contacts, school arrangements, use of government services, etc.
- Medical/Dental information, such as location of records, names of providers, medication requirements.
- Legal provisions, such as wills, powers of attorney, ID Cards, social security numbers and insurance policies. The instruction requires



Photo by PH2 Felix Garza Jr.

A Sailor from the amphibious command and control ship USS Mount Whitney (LCC/JCC 20) rejoices after being reunited with her family during the ship's homecoming celebrations.

Sailors to arrange for support of their family members during deployment, normal and extended working hours, TAD [temporary assigned duty] assignments and weekend duty, regardless of whether the Sailor is on shore or sea duty.

"Advanced planning benefits both the Navy and the Sailor by ensuring care for family members is provided, easing stress on the Sailor and his or her command," wrote Chief of Naval Personnel VADM Gerry Hoewing in a recent NAVADMIN.

The Navy Family Care policy applies to all Navy personnel, active and reserve, who are single parents or part of a dual military

couple with custodial responsibility for family members. It also applies to Sailors who are the sole caregiver of another person.

NAVADMIN 037/04 has more details and is available online at www.bupers.navy.mil/navadmin/nav04/nav04037.txt.

For more information on the Navy's Family Care Policy, please visit the Office of Women's Policy Web site at www.bupers.navy.mil/pers2/N134/.

Story by LT Sarah Self-Kyler, who is assigned to Chief of Naval Personnel Women's Policy Branch, Washington, D.C.

Navy Library Program Offers Resources on NKO

The Navy General Library Program (NGLP) has partnered with Navy Knowledge Online (NKO) to provide electronic books, reference materials and practice testing services at no cost to Sailors and Marines worldwide. These materials are also available to Reservists, retirees, and DON civilian and non-appropriated fund (NAF) personnel.

The move to partner with NKO saved the Navy an estimated \$15.5 million compared to the

cost of having each installation purchase the resources individually, according to Nellie Moffitt, NGLP director.

"The primary reason for joining NKO was to provide greater library services to a greater number of Sailors at a cost savings," said Moffitt. "There isn't a Navy General Library at every naval installation, so we can best meet Sailors' needs through E-content (electronic content), which is accessible worldwide. An added benefit is that NKO also provides support to Navy civilians, NAF personnel and retirees. NKO allows us to meet many needs with a comparatively small investment."

The idea to put E-content on NKO originated with CAPT James Kantner, director of Knowledge Management at the Naval Personnel Development Command, Norfolk. "These E-content resources are the perfect fit for NKO," said Kantner. "We developed NKO to connect Sailors with the right knowledge at the right time, to support their professional and personal development. The vision was to create a learning environment dedicated to providing our Navy workforce with the tools to excel, and that requires us to harness the best Navy and commercially-produced resources available today."

NKO is the Navy's Web Learning Portal through which Sailors will be able to access the professional and personal development resources needed to support their 5 Vector Model (5VM). According to Moffitt, the NGLP/NKO relationship is a natural partnership. "It's great because they handle the technical end, and we do the analysis of what content meets the greatest needs of the Navy community," she said. "It's a seamless interface for the end user. They simply click on the product channel on NKO and go directly to a commercial

vendor's site, such as the Gale Student Resource Center or Peterson's."

"We're going to expand the titles in this library next year," Moffitt continued. "We've been very pleased at the usage." NGLP headquarters at the Naval Education and Training Professional Development and Technology Center, Saufley Field, supports all general libraries in the Navy, including more than 300 afloat and 70 at shore installations. NGLP provides professional military materials, such as the Bluejacket's Manual, books from the Chief of Naval Operations and Master Chief Petty Officer of the Navy reading lists, reference materials, including Jane's Fighting Ships, atlases and other materials like DVDs, videos and audio books.

For further information, contact the Navy General Library Program office at nglp@cnet.navy.mil, (850) 452-1001 ext. 2185, or DSN 922-1001 ext. 2185.

To access NKO, visit <https://www.nko.navy.mil/>.

Visit www.cnrgc.navy.mil for more information on Navy Region Gulf Coast.

Story by Darlene Goodwin who is assigned to the public affairs office Navy Region Gulf Coast.

Savings Deposit Program Assists Deployed Service Members

Deployed uniformed service members have the chance to earn a guaranteed 10 percent interest on their savings annually.

Defense Finance and Accounting Service (DFAS), in accordance with the Department of Defense, implemented the

Savings Deposit Program in August 1990 for members who were serving in the Persian Gulf Conflict. The Act progressively changed to include troops assigned to areas of operation outside the United States on ships or mobile units. This program includes Operation Iraqi Freedom service members assigned to a combat zone or in direct support of a combat zone.

"A service member can contribute up to \$10,000, but interest of 10 percent will not accrue after that amount," said Roger Castillo, program director for the Savings Deposit Program. "A member can participate in the program if the member is serving outside the United States or its possessions in support of Operation Enduring Freedom, and has served at least 30 consecutive days in an area that has been designated as a combat zone or in direct support of a combat zone."

"Also, members serving on permanent duty assignment outside the United States or its possessions in support of contingency operations and serving on active duty in the designated area

for more than 30 days."

To make a deposit into the fund, troops are asked to contact their financial office. Withdrawing the money before leaving the combat zone is not authorized, unless there is an emergency. The last day to make a deposit into the fund is the date of departure from the assignment. However, interest will accrue for up to 90 days after return from deployment.

"This is a great opportunity for service members to accrue at a higher interest rate than at a bank's average interest rate of 2 or 3 percent," said Patrick T. Shine, acting director of DFAS. "We are always taking the extra step to assist our troops and their families in any way possible, especially while members are deployed."

DFAS will post the savings deposit balance of active-component members to their Leave and Earnings Statement.

For more about DFAS visit www.dfas.mil.

Story courtesy of Defense Finance and Accounting Service.

Shipmates

Aviation Support Equipment Technician 1st Class David Lonetti

was recently named Naval Base Coronado's 2003 Air Systems Program Sailor of the Year. Lonetti currently drills with Naval Air Systems Command 0196, which is based in Minneapolis. His unit supports the Air Test and Evaluation Squadron (VX) 31 located in China Lake, Calif. While serving as support equipment work center supervisor, Lonetti was instrumental in motivating and developing a 13-member T-56 aircraft engine Reclamation in Lieu of Procurement team. His leadership was directly responsible for returning 1,200 critical engine parts back to the Navy's supply system.



Navy/Marine Corps Team to Revolutionize Naval Warfare

The Navy/Marine Corps team will revolutionize naval warfare with the programs funded in the FY05 budget, according to Chief of Naval Operations (CNO) ADM Vern Clark during a House Appropriations Defense Subcommittee hearing this spring. "The budget lays out our future in the form of the Littoral Combatant Ship (LCS), DD(X) [next generation destroyer], CVN 21, the Joint Strike Fighter; unmanned vehicles in the air, on the surface, and under the sea; the Virginia-class submarine, SSGN [guided-missile submarine], and an array of advanced aircraft," said Clark. Among these platforms, the CNO singled out DD(X) as playing a critical role in the transformation of the Navy. "I don't believe there is a program out there that is more vital to changing the way warfare in naval services is going to be conducted in the next 50 years than DD(X)," said Clark. "You want an enemy to have to work hard to deal with you, and that's why

you want to build a ship like DD(X) that has a radar cross section of a fishing boat." Testifying together with the CNO and Commandant of the Marine Corps Gen. Michael Hagee, Secretary of the Navy Gordon England said the FY05 budget lays the foundation for the future naval force. "This is a critical budget year for the Department of the Navy," England said. "This year, we did establish a future course for our naval forces to respond to and defeat future threats." In addressing future amphibious platforms, Clark stressed the importance of the Maritime Prepositioning Force (Future) (MPF(F)) and the Landing Helo Assault (Replacement) (LHA(R)). The CNO said these new amphibious capabilities will change the way the Navy Marine Corps team fights together. "MPF(F) and LHA(R) will define how the Navy and Marine Corps team works together in the future," Clark said. "This new concept for the Navy Marine Corps team will take the next step in expeditionary warfare, producing the kind of quick response and global reach capability that will revolutionize the way we fight as a team for this nation."

The commandant thanked the representatives for supporting the Navy Marine Corps team, and visiting Sailors and Marines on the point. "This support is really critical to ensuring that we remain an expeditionary force that is most ready when the nation is least ready," Hagee testified. The CNO said the Fleet Response Plan (FRP) and Sea Swap are two of the many initiatives the Navy is exploring to maximize operational capability and availability, while providing the best value for the nation by producing the right readiness and delivering the right capability at the right cost. The Navy may soon implement the Sea Swap program on a forward deployed Expeditionary Strike Group. Clark said FRP and Sea Swap both increase the Navy's flexibility, but he repeated his commitment to six-month peacetime deployments. "That means you rotate the crews because we made a commitment," Clark said. "In peacetime operations, we're committed to six-month deployments. In war, we'll do whatever we need to do to meet the needs of the nation." "You have to keep a healthy rotation because people have

lives," Clark added. "Sailors enlist, but families reenlist, and we haven't forgotten that." As the Navy transforms to face the threats of the 21st century, the CNO reiterated his commitment to invest the necessary resources in the growth and development of Sailors who serve in it. "We have a better quality Navy and Marine Corps team today than at any time since I've been serving," Clark said. "They believe in the importance of what they are doing today, and they are responding to the signals and support that our citizens are sending to them." For more on SECNAV, go to www.chinfo.navy.mil/navpalib/people/secnav/secnavpg.html. For more on CNO, go to www.chinfo.navy.mil/navpalib/cno/. For more on the commandant, go to www.usmc.mil/cmc/33cmc.nsf/cmcmain. **Story by JOC Walter T. Ham IV, who is assigned to the public affairs office, Chief of Naval Operations.**

SHIPMAIN and the Sea Power 21 Vision

Ship maintenance (SHIPMAIN) is one of the newest initiatives fleet Sailors are putting into practice. It is a "best business" practice that is changing the culture of getting ship work completed in a one-step process. "Innovative programs like SHIPMAIN and the Naval Aviation Readiness Integrated Improvement Program (NAVRIIP) helped develop and share best practices, streamline maintenance planning and improved performance goals in shipyards, depots and Intermediate Maintenance Activities (IMA)," said Chief of Naval Operations (CNO), ADM Vern Clark in his CNO Guidance for 2004. "As we move [closer to] the "smart ship" design and operations, the crew size is significantly reduced. This means that more of the maintenance, above and beyond preventive maintenance schedule (PMS), is performed by outside activities such as Ship Intermediate Maintenance Activities (SIMA), shipyards, and private contractors. The implementation of the SHIPMAIN program ensures that the right group is attached to the right job from the very beginning, thereby expediting its completion," explained Master Chief Machinist's Mate (SW) Jeffery A. Gray, SIMA command master chief, Norfolk. SHIPMAIN provides the maximum benefit per maintenance dollar by a one step process, eliminating time lags, prioritizing ship jobs and empowering surface ship Sailors in their ship's maintenance decisions. Each ship has in place a maintenance team consisting of a ship's port engineer, members of SIMA, ship repair supervisor (SUPSHIP), Fleet Training Support Center (FTSC) personnel and

the ship's representative. These teams meet twice a week in the same location at the same time to discuss the same job. The ship's representative takes the lead on deciding priority jobs for the ship. This team approach is producing a mindset change and encouraging best business practices. "SIMA now has more time to plan and execute the availabilities within the prescribed dates, saving thousands of premium dollars," explained Senior Chief Hull Maintenance Technician (SW) Paul Corey, senior project manger SIMA Norfolk. "SHIPMAIN frees up fleet Sailors to concentrate on other upkeep jobs and training, because the repair activity is doing more of the repair jobs." "The process for getting a '2Kilo,' Navy paperwork to assign repair work, from the ship to the maintenance activity is now more streamlined and more efficient. There seems to be fewer duplicate job orders and less items sent that are Ship's Force (S/F) capable," said Chief Hull Maintenance Technician Chris Perry, SIMA Norfolk project manager. The Navy's strategic plan, Sea Power 21, requires the capabilities of a 375-ship Navy to accomplish its missions. SHIPMAIN is contributing to the future of a 375-ship Navy by saving time, labor and dollars—dollars that can be recapitalized into future assets. SHIPMAIN is also training Sailors and providing them opportunities to be good stewards of the scarce government resources entrusted to them. Maintenance jobs that used to take weeks before a Sailor actually turned a screw, now have a screening turnaround time of 48 to 72 hours. "Sea Enterprise is focusing headquarters leadership on outputs and execution, and is creating ideas that will improve our

Time Capsule

This month we look back in the All Hands archive to see what was going on in the month of July. To view these issues in more detail on the Web, go to www.news.navy.mil/allhands.asp?x=search



40 Years Ago – 1964
Our cover reflected Navy deep water engineers exploring the Antarctic. Inside, we focused on the Navy's advancements in undersea rescue and recovery. We also featured stories on the Navy skeet shooting team and we spent time in Washington D.C. with the Navy's ceremonial guardsmen. The All-Navy sports roundup was also included in this issue.



26 Years Ago – 1978
The cover of this issue of All Hands showed two women from the sister cities of Guinea-Bissau in West Africa. USS Valdez was the first American warship to visit the cities. There was also a feature on Joy Bright, Director of the WAVES (Women Accepted for Volunteer Emergency Service). We also outlined the rights and benefits for Navy families and spotlighted the Navy's deep submergence rescue vehicle (DSRV)



18 Years Ago – 1986
Members of the Navy's Blue Angels were featured on the cover of this All Hands issue. They were just one part of the 1986 Armed Forces Day Open House celebration feature. This month also featured stories about the Navy Enlisted Personnel Individualized Career System. This program combined shipboard experience and structured technical training, which helped to replace some traditional classroom learning for first term enlisted Sailors. Also featured in this issue were articles about the dangers of tattoos and safety and survivability.

Ricky's Tour

By J02 Mike Jones

www.rickystour.com






Photo by PHAN Wesley Marquis

HTFN Clifford Salvatore welds safety rails in the engineering spaces aboard the amphibious command ship USS *La Salle* (AGF 3).

Sea Power 21 provides our nation with widely dispersed combat power from platforms possessing unprecedented war fighting capabilities. The global environment and the nation's defense strategy call for a military with the ability to respond swiftly to a broad range of global missions and homeland defense against terrorist threats. To meet these demands, ships must be deployable and surge ready when needed. It is through initiatives such as SHIPMAIN that the fleet remains a prepared and viable source of

military power.

For more about CNO Guidance visit www.chinfo.navy.mil/navpalib/cno/clark-guidance2004.html. 

Story by JOC Milinda D. Jensen, who is assigned to the public affairs office, Naval Sea Systems Command, Washington, D.C.

Navy Steps Up Fight Against Alcohol, Drug Abuse

Continuing its onslaught against alcohol and drug abuse in the military, Drug and Alcohol Program Management Activity (DAPMA) San Diego started a Certified Prevention Specialist (CPS) pilot program this spring.

The two-week, 80-hour program is aimed at training military members and DOD civilians on the ins-and-outs of assessing and implementing successful drug and alcohol prevention programs within their commands.

"We feel the Navy has taken the lead in substance abuse prevention with this course," said LT Jason Holdeman, DAPMA's department head of training operations.

Following the DOD Survey of Health Related Behaviors Among Military Personnel results, which suggests that military members between the ages of 18 and 25 are more likely to binge drink than their civilian counterparts, DAPMA recently graduated its first 20 prevention specialists. The students spanned three services, including Navy, Marine Corps and Air Force, as well as DOD civilians.

CDR Maureen Alexander, DAPMA San Diego's officer-in-charge, said the students learned that a military alcohol and drug program is effective only if it's reinforced in the environment around the member.

"Prevention is a very dynamic thing," said Alexander. "You have to have many different things working for it to be effective."

Many military members and their families live in the surrounding civilian communities and are influenced by many of the factors in that community. The Navy realized this and incorporated

civilian alcohol and drug experts from the San Diego area to help facilitate the class, ensuring that military members understand how to deal with all aspects of alcohol and drug abuse prevention, and not just military policies.


Many of the students have been involved with treatment programs or have been command counselors. For them, the gained knowledge will help them take a proactive approach instead of a reactive one.

"I think that if we stop (alcohol and drug abuse) before it happens, then we wouldn't lose a lot of manpower," said Chief Aviation Boatswain's Mate (Equipment) (AW/SW) Milton Young, who is a substance abuse counselor in Yokosuka, Japan.

Holdeman said DAPMA has submitted a radical plan for CPS to replace the programs it currently teaches, such as the Drug and Alcohol Program Advisor and Alcohol and Drug Abuse Leaders courses, by FY07.

"If approved, CPS will be the course, and the prevention specialists will then be able to go out and teach the courses DAPMA previously taught," said Holdeman, who is also a clinical psychologist.

The course is a big step for Sailors to obtain certification as Certified Prevention Specialists, a certification that can be used when transferring to the civilian sector. DAPMA is also pushing for military students to receive college credits for the course.

While the regularity of the course has not been determined, Alexander said that DAPMA San Diego will hold the course at least one more time this fiscal year. 

Story by JO2 David Van Scoy, who is assigned to the public affairs office Navy Region Southwest.



Story by JO1(SW) M.J. Darby,
photos by JO1(SW) M.J. Darby
and JO2 Cherri Boggs

► **With nurses and doctors** busily preparing patients for surgery, the pre-op staging area appears chaotic and overwhelming. But due to the surgical anesthesia many patients, such as Mamie Burke, don't recall this portion of their hospital stay.



Photo by JO2 Cherri Boggs

The Heart of Health Care

Navy nurses care for patients with a personal touch.

LT Lisa Saar eyed the monitors nervously. The readings indicated the patient's blood pressure was dangerously high and climbing. Instinctively, the woman lying among tangled intravenous tubes tried to assume a protective fetal position. Saar quickly cleared the tubes as best she could. She applied a cool cloth to the woman's forehead and held the woman's hand as a series of convulsions contorted the patient's limbs and features.

As her patient briefly opened her eyes and looked dazedly around the room, Saar quickly reassured her, "It's OK, Mamie. You're doing fine. You're out of surgery now, and everything went well. You're doing just fine."

Amid the pain and nausea, intensive care patient Mamie Burke blindly stared at the woman hovering over her before passing out again.

Since the Navy's infancy, the healing hands of nurses like Saar have provided care to military members. The role of the Navy Nurse has developed through the years, diversifying concepts and expanding its role as medical technology allowed, but one thing hasn't changed—the Nurse Corps mission. Caring and personal, today's Navy nurses are still at bedsides to wipe feverish brows, hold anxious hands and maintain a protective watch over their charges.

Saar served as an electrician's mate before applying to a nursing program and receiving her commission in 1997. She now finds great satisfaction in her work as a health care provider. As a member of the expansive patient recovery team at National Naval Medical Center (NNMC), Bethesda, Md., she admits there are down sides to her profession.

"It can be completely exhausting, particularly in the Intensive Care Unit (ICU)," she said. "Nurses deal with end-of-life issues on a daily basis here. I've even had family members come and thank me after a death because I was there for their loved one when they couldn't be."

Typically, even when a patient does leave intensive care, it is often only a short matter of time before we see them again because a majority of our patients are the elderly, whose health is spiraling downward. That's



Photo by JO1(SW) M. J. Darby

a difficult thing to deal with day in and day out," Saar added.

Despite the tremendous physical and emotional strain placed on them, Saar and her co-workers assume their duties with uncommon strength.

"We just do what we can to make them as comfortable as possible while they're here, and hope for the best," she said.

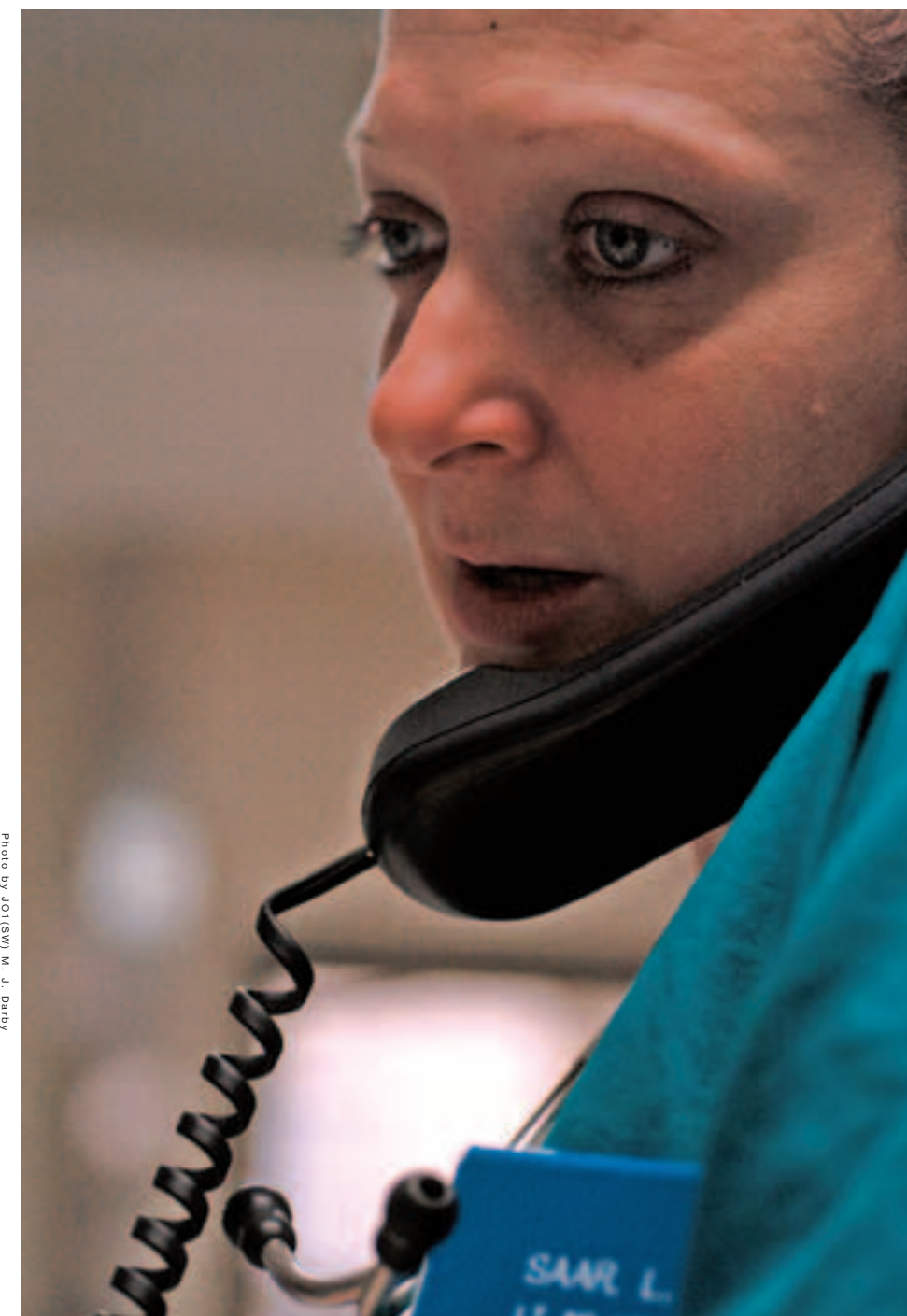
For the next 36 hours in NNMC's ICU, Saar watches over Burke, a retired U.S. Air Force photographer hurriedly admitted to NNMC for emergency surgery following a mild stroke. NNMC surgeons saved Burke's life by clearing an artery along her neck, but following the multi-hour surgery it was the attentive nursing team who cared for and comforted Burke throughout her ordeal.

ICU patients require constant observation so ICU nurses are assigned only one



Photo by JO1(SW) M. J. Darby

◀ **Near midnight**, civilian nurse Angela Pettis checks patient Mamie Burke's vital statistics. She assesses Burke's reflexes by having her puff out her cheeks.



▲ **Because having a grilled cheese sandwich for breakfast** was so important to her patient, LT Lisa Saar placed a call to have the missing sandwich delivered hot and toasty.

◀ **LT Lisa Saar** sets intravenous medication dosages for her patient.



Photo by JO1(SW) M. J. Darby

patient at a time, and may never be more than a few feet from their patient's bedside. A small break room cubby-holed within the unit, supportive tennis shoes, comfortable surgical scrubs and several cups of strong coffee help Saar make it through her 12-hour, on-her-feet shifts.

Throughout her shift, Saar is busy with tasks close to Burke's bed. "Some of these medications are so similar in name, but completely different in purpose and dosage. We have to make sure they're clearly marked so there are no mistakes."

In addition to wiping Burke's brow, dumping waste collected by catheter receptacles, keeping an eye on Burke's blood pressure and calming anxious relatives, she also labels tubes that deliver intravenous medications.

As Burke's anesthesia wore off, well-meaning brothers and sisters tried to talk with her, causing Burke's blood pressure to elevate once again. Saar firmly but compassionately intervened, explaining to relatives that their sister would awaken when she was ready.

"It's better that she rest now," Saar explained to Burke's concerned siblings. "She's

been through a pretty traumatic procedure and needs as much sleep as she can get."

The hours advanced at a snail's pace during Saar's watch until a civilian nurse, Angela Pettis arrived for the overnight shift. Saar went over a comprehensive passdown and checked on her patient one last time before calling it a night.

Exhausted, she headed to the Nurses' locker room to change out of her scrubs. "Poor thing, she looks absolutely miserable. I'm hoping for the best, but I'm not sure," said a worried Saar. "She's doing better, but she's definitely not out of the woods yet and I'm concerned about her continuing nausea." Back in civvies, knowing she has done all one could possibly do, she headed home for a few hours of her own rest before returning at 7:00 a.m. for another 12-hour shift.

The next morning, Saar was visibly surprised to find Burke alert and feeling better. "Good morning, Mamie!" Saar greeted Burke with a large smile. "You probably don't remember me, but I took care of you yesterday following your surgery."

"Oh, I remember you," Burke corrected her, quietly returning her caregiver's smile.

▲ **At midnight**, Mamie Burke's overnight nurse Angela Pettis helps her patient practice breathing exercises to keep fluid out of the lungs. Pettis is a civilian nurse and a member of the U.S. Air National Guard.

"It's really wonderful to see her so recovered," said Saar as she went about her assessments. Once vitals were assessed and doctors decided Burke was well enough to move to the ward, Saar began preparations for her patient's transport. But her concern with Burke's comfort continued. Even small details, like Burke's dissatisfaction with her breakfast quickly caught Saar's watchful eye.

Noticing that Burke seemed apathetic about her first solid meal in more than 24 hours, Saar's internal alarm sounded.

As it turned out, Burke had been promised a grilled cheese sandwich for breakfast that had not appeared. Nothing else on the breakfast tray piqued her patient's appetite. Saar was on the phone almost immediately, negotiating for the missing meal.

Unable to speak much beyond a whisper, Burke's gratitude was apparent on her face as Saar produced the warm, cheddar cheese sandwich.

After breakfast, Saar wheeled her much-

recovered patient out of the ICU, delivering her patient to new attendants on the 5 East ward where she bade farewell to Burke.

"Sometimes we receive letters from former patients or their families," said Saar, heading back to the ICU. "But, it's just nice to know they are going home and resuming a life."

Eager to depart the confines of the medical facility, Burke called her husband, James. As Burke packed her bags to go home early the following morning, word came that she would be discharged later in the afternoon. While she packed for her discharge, she talked about the overall care her recovery team provided.

"There were so many nurses," Burke reflected, "that I honestly don't remember them all. They were all wonderful, constantly checking on me and always conscientious of my comfort and well-being. All the attention

made me feel as if I was the only patient here."

I don't remember much from pre-op, and nothing of the surgery. I don't even remember arriving in ICU. But I remember Lisa," Burke said as she continued placing get-well cards and stuffed animals into her bags. "I think Lisa stands out so vividly in my mind because she was constantly there for me during the most difficult time of my stay."

When I woke up from surgery, I was incredibly sick to my stomach. I felt miserable, and Lisa was there doing everything in her power to try and make me feel better. My comfort seemed to be the only thing on her mind," concluded Burke.

Burke and her husband departed NNMCC a few hours later, taking with them specific instructions for medications and a follow-up appointment.

Burke may stop in and visit her ICU guardian on her return—or perhaps not. Some of Saar's future patients will similarly recover and leave the hospital. Others will not. What is certain is that Navy nurses worldwide provide their patients with compassion and care.

Whether with hands, as in a simple touch or a cool cloth, or with heart, in the form of a reassuring smile or a call for a grilled cheese sandwich, gestures like these from Navy nurses provide a healing touch to naval healthcare. ✎

Darby and Boggs are photojournalists assigned to All Hands.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200407/feature_1/

▼ **Even in the dead of night**, nurses constantly monitor their charges in the ICU.



Photo by JO1(SW) M. J. Darby

Angels Among Us

► **Smoke from a MK-13 Mod 0** flare can be the most welcome sight in the world to a search and rescue team trying to locate downed aviators. Here students practice the proper activation and use of smoke flares.

Angels exist. The Navy makes them, and its factory is in Florida.

Navy angels wear green flight suits and snug-fitting flight helmets that leave little room for halos or even fluffy white feathers. These guardian angels have faithfully stood watch over aviation crews, passengers, aircraft and cargo since the dawn of naval aviation.

Yet they go mostly unnoticed among the rest of the fleet, set apart from typical Sailors only by the gold wings pinned on their chests with the letters “AC” branded in the center. The letters stand for “air crew,” and earning one of the rare gold enlisted pins is one of the toughest qualifications in the fleet.

Officially known as the Naval Air Crew Candidate School (NACCS), Naval Air Station (NAS) Pensacola, Fla., it’s a duty station that is easily confused as a little slice of heaven with mostly year-around sunbathing weather. But don’t let the vacation-like setting fool you; NACCS is anything but a vacation for air crew candidates.

“Boot camp physical training might prepare you for duty in the Navy, but it doesn’t prepare you for air crew school,” said Air Crew Candidate, Airman Apprentice William Joseph Hamilton.

Just to earn the right to attempt air crew school is a physical and mental challenge. Worthy candidates, all volunteers, must be in great physical shape and be a strong enough swimmer to pass a second-class swim test during boot camp. They must pass the Navy’s physical fitness assessment (PFA) with a “satisfactory-medium” in all categories for their sex and age, and pass a flight physical prior to setting foot on the air crew school’s quarterdeck.

Air crew duty isn’t for everyone. Sailors can and do submit a drop on request at any point during the high-risk air crew training process. Stiff physical, mental and even emotional obstacles weed out anyone who can’t handle whatever is thrown their way.

“We can’t just throw any enlisted guy into an aircraft and expect him to contribute to the mission,” said Master Chief Aviation Warfare Systems Operator Kenneth J. Ellenburg, NACCS Master Chief Petty



▲ **During the fourth week of training**, air crew candidates complete the bay operations of their water survival training. The practical, hands-on training allows students to experience things that no classroom can fully communicate, like the intense ocean spray from a helicopter’s rotor-wash, which almost eliminates visibility, throws calm waters into turmoil and fills the air with a deafening thunder.

Officer in charge of training. “Flying Navy isn’t anything like flying on an airline. There’s a lot for air crew personnel to do during a flight.”

Air crew missions vary depending on the

► **Simple tasks** like boarding a life raft, take on a whole new meaning when you have more than 40 pounds of flight gear weighing you down. But everything in the flight assembly, from the vest to the inflatable life preserver is designed to help keep the crew alive.



◀ **When you're an air crew candidate**, you need to be prepared for everything including having to jump out of your aircraft with only a parachute to slow your descent. Air crew school trains student on the proper methods for parachute landings.

type of aircraft they are assigned to and that aircraft’s tasking. Navy aircraft move Sailors and mail, engage targets, conduct surveillance, direct battles, hunt submarines and perform other tasks the Navy deems necessary.

Air crew duties during these flights can include maintenance of airborne electronic, mechanical and ordnance delivery systems; operating airborne electronic equipment; performing tactical duties as flight engineers, load masters, analysts and reel operators on Take Charge and Move Out (TACAMO) aircraft; operating airborne mine countermeasures equipment, or crew served weapons; and serving as flight communications operators, in-flight medical technicians or even flight attendants.

“Air crew makes the mission successful,” said Ellenburg. “The pilots just get you there.”

Sometimes, just getting there—and back—is the most difficult part of the mission. By design, just about every plane and helicopter device air crew candidates climb aboard at NACCS will crash during training. Instructors waste little time in snapping their student’s attention into the harsh reality of naval aviation, where mishaps can and do happen.

Training contraptions eerily named after aviator nightmares, like the “helicopter dunker,” a full-scale mock-up of a helicopter cabin, are used by instructors to “crash” candidates into the water. Without warning, instructors send the dunker plummeting to the drink, rotating the cabin as it sinks. Students are required to egress from their seats through specific pathways once while wearing their flight gear, then again with black-out goggles.

Like many Navy jobs, air crew survival centers on attention to detail and following procedures, which are drilled into candidates’

(continued on page 27)



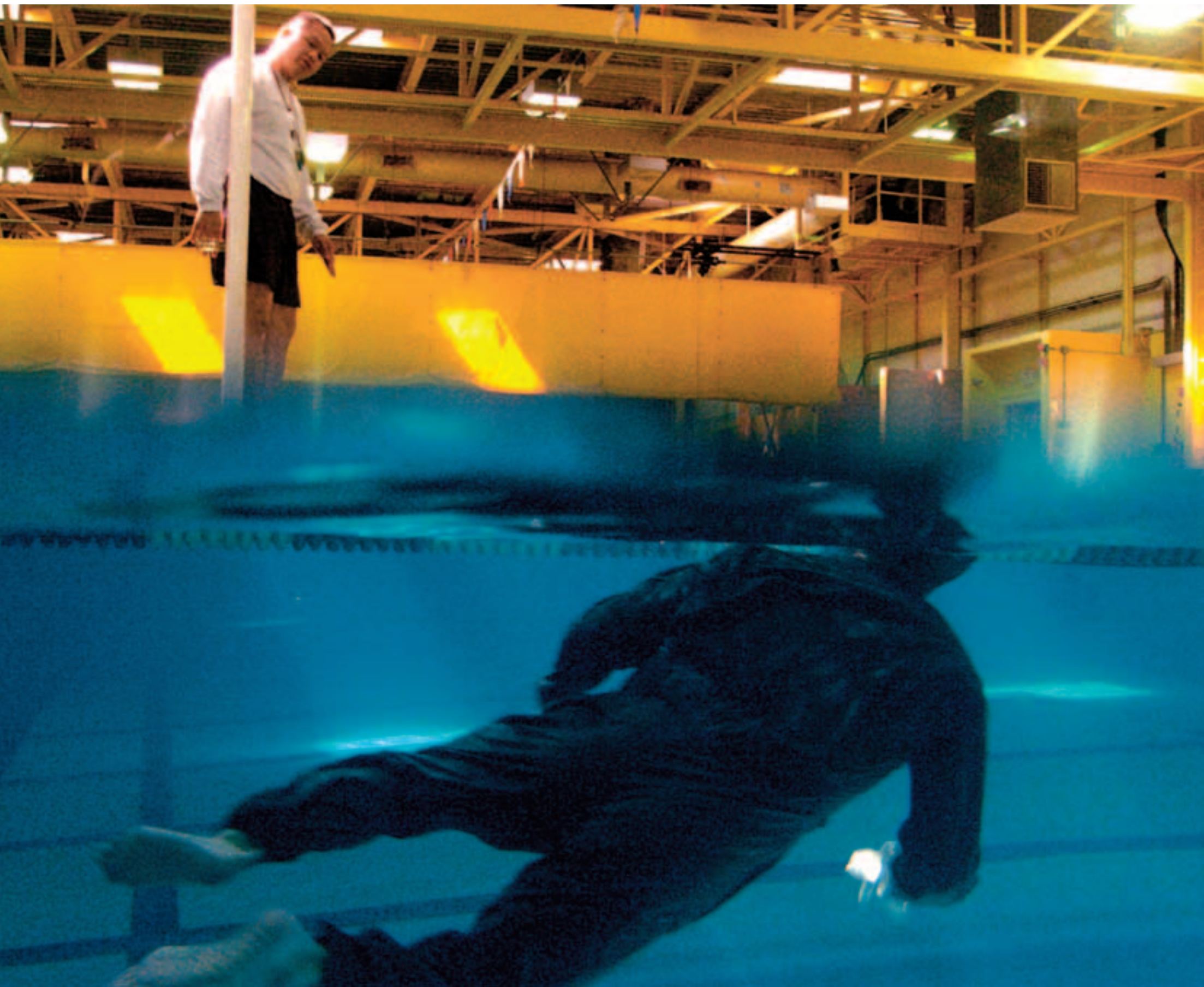
▲ **One of the key elements** of surviving an at-sea mishap is simply escaping from the ship or aircraft. Basic water survival instruction, taught in nine fundamental levels, educates air crew students in the proper techniques for abandoning ships and sinking aircraft.



▲ **Looking more like a carnival** ride than a Navy training device, the multistation disorientation device (MSDD), commonly called the “spin and puke” by students, familiarizes aviators with how easy it is to lose your bearings without reference points in total darkness.

► **Escaping from the helicopter** dunker after students are submerged and rotated is hard. Doing it while wearing blackout goggles is even harder, but a necessary step in the familiarization of future air crewmen to their surrounding. Air Crew Candidate AN Michael Dinkleman takes a moment to reflect on his own escape from the helicopter dunker.





◀ **When you have to swim** as much as air crew students do, stroke technique is everything. Water survival instructors do more than simply evaluate air crew students, they coach and encourage even the most inept swimmers into completing rigorous mile-long swims.

(continued from page 23)

heads until they're instinctive. "You don't carry a checklist with you when you hit the water," said Ellenburg. "You have to be mentally tough enough to do the right things, because you'll only get one chance if disaster finds you."

Getting out of the aircraft is only part of surviving a mishap at sea. Air crew personnel must avoid drowning while dodging sinking aircraft, possible fires, enemy aggression, heat, cold, waves, exhaustion, dehydration and other obstacles between them and any rescue attempts the Navy sends their way. NACCS covers all of it—in four weeks.

Air crew personnel are trained to take responsibility for their entire crew, passengers and any salvageable cargo, so it should come as no surprise that the two most prominent things at air crew school are physical fitness and swimming—lots of swimming.

Candidates must pass nine levels of water survival training to graduate from NACCS. "Most of the time, when you end up in the water as an aviator, it's because something went terribly wrong," said Water Survival Instructor Aviation Boatswain's Mate (Equipment) 2nd Class Cory Smith. "We give students the confidence they'll need to survive a mishap in the water. We make them understand that they have to get deep and swim away from the ship (or aircraft) to avoid falling debris, fire, explosions and other dangers. It matters how you jump into the water. Jump the wrong way and you have to try to survive with a broken leg, dislocated shoulder, or worse."

According to Smith, it can take up to 15 minutes for a rescue helicopter to get off the deck, so surviving a crash means you have to make it to a life raft or tread water until help arrives. Air crew graduates leave knowing drown-proofing techniques like treading water, floating and making it to

that life raft, even if it's a mile swim away while wearing between 45 and 50 lbs. of flight gear.

"I learned a lot at water survival," said Airman Recruit Avery Layton. She considered the tread and float test (WS-4) the toughest part of her training at air crew school. "I got over being scared to put my face in the water here because I did it so many times. And another thing ... wearing boots doesn't give you more traction in the water."

Air crew personnel are entrusted to do more than complete their mission. They're expected to serve as watchdogs for the rest of the crew and the aircraft to prevent mishaps. One of the things air crew look for are symptoms of hypoxia.

Hypoxia is a physical condition the body experiences when blood oxygen levels fall below 87 percent, and typically begin at altitudes above 10,000 feet. Low levels of oxygen cause slowed motor skills and impaired judgment. Candidates go through a low-pressure chamber, where aviation physiological technicians like Hospital Corpsman 2nd Class Mark Morin educate the airborne-bound Sailors.

"Even though the air crew aren't actually flying the aircraft," Morin said, "they need to understand the signs of hypoxia, because if a pilot has hypoxia, everyone aboard that plane deals with his fate."

Being on the ground doesn't release air crewmen from their duties. When not flying, they perform duties such as aircraft maintenance, operations, line division, communications and other duties associated with their source ratings.

The air crew warfare designation is one of the toughest pins to earn. The Navy plans to keep it that way because of the reputation that the air crew wings have earned in the aviation community.

"The air crew training program's reputation has allowed pilots to trust air crews without question," said Ellenburg. "The pilots never second guess the enlisted air crew's decisions."

The rewards for graduating from NACCS are brief, with a hearty handshake and a push onward to the next challenge in the

(continued on page 30)



► **AS2 Kacey Bowman**, flare fire instructor for NACCS, gives training on the MK-13 Mod O flare. Flares and smoke are two of the primary ways aviation personnel have to identify their location for missions, rescues and wind direction.

(continued from page 27)

four-part gauntlet that is the air crew qualification process. In addition to passing NACCS, candidates must conquer their source rating “A” school, Survival Evasion Resistance and Escape training and finally qualify on their specific platform at a fleet replacement squadron. Then, and only then do these guardian angels earn their wings and some extra cash with career enlisted flyer incentive pay.

But that daydream remains fuzzy for candidates back at NACCS, who are more focused on not swallowing more than their fair share of water, completing the dreaded mile swim and escaping the chaotic helicopter dunker, than on the day they get their wings, the holy grail of these guardian angels. ■

Pinsky is a photojournalist assigned to All Hands.

Website Exclusive

Find more photos online at
www.news.navy.mil/media/allhands/flash/ah200407/feature_2/

► **As is the case** with any high-risk training, physical fitness is the key to avoiding injuries and completing demanding tasks. Air crew students participate in physical training daily.





Dress for Success

Navy Recruiters Compete
in Paratrooper Country

It's all about the uniform. "You'd be surprised at the effectiveness of simply wearing a Navy uniform around here," said NC1 Stacey Butler. "Being Navy here works to our advantage because our uniforms are something different from the day-to-day Army green these kids see."

Story and photos by: JO1(SCW/SS) James Pinsky



◀ **“Recruiting is more** than just getting someone to join the Navy. It’s giving them the opportunity to change their life,” said MM2 Keenan Ashworth. “A lot of people join the military for more than just a job. You can definitely rebuild your life from scratch in the Navy.”

▼ **Because few people** in Fayetteville, N.C., realize there’s another service out there besides the Army, Navy recruiters like Fayetteville-native MM2 Keenan Ashworth still needs to market the Navy to their primary audience—high school and college-age students .

No one in Fayetteville, N.C., needs a television to be reminded about the war on terrorism.

In Fayetteville, a city that borders Fort Bragg—one of the largest Army bases in the world—it isn’t just the family members of the Soldiers who worry, but the entire city. Fayetteville loves its Soldiers, and if a city could show its wounds, then Fayetteville would surely bleed Army green.

But Ft. Bragg is more than just your typical Army town. It’s the home of one of the military’s elite fighting elements—the paratrooper—and just about every kid in Fayetteville who ever thought about joining the military grows up wanting to be one. That is, until they talk to Gas Turbine Systems Technician (Electrical) (SW) 1st Class Harry Blackmore Jr.

Blackmore is a Navy recruiter stationed in Fayetteville’s Eutaw Shopping Center in the heart of Army country. Despite facing

David vs. Goliath-like odds in selling the Navy in an Army town, the Navy is doing quite well.

“Fayetteville has an enormous military population with Ft. Bragg and Pope Air Force Base,” said Blackmore. “It’s the home of more than 50,000 troops, the military retires here and if you aren’t directly related to a Soldier then you know someone who is. Make no mistake; this is an Army town if there ever was one.”

If you think a recruiter would dread selling the Navy to a bunch of kids in the Army’s backyard, think again.

“There’s nothing hard about recruiting Navy in an Army town,” said Career Recruiter, Navy Counselor 1st Class (SW) Stacey Butler.

In fact, the Navy recruiters think having an Army base so close works to their advantage.

“Fayetteville is a patriotic town,” said Machinist’s Mate 2nd Class Keenan

▲ **Members of the 18th Airborne** Corp’s 525th Military Intelligence Brigade surround Fayetteville Navy recruiter IT2 Deanna L. Whitt. This illustrates the kind of challenge Navy recruiters face in an Army-dominated town.

Ashworth, a Navy recruiter. “Here, the military sells itself. Everyone knows where Fayetteville is because of Ft. Bragg. People, in general, want to be a part of the military.”

But with so many camouflaged Soldiers dominating the landscape of Fayetteville, marching to the beat of a different military drummer is just the thing the Navy needs to keep potential Sailors coming through their doors.

“Though they love their Soldiers here,” said Blackmore, “they get tired of seeing green. I can’t tell you the number of times I’ve gone to the mall or somewhere else to pay a bill in my Navy uniform and had the sales clerk say how nice it was to see something other than camouflage.”





► **One of the numerous** responsibilities for recruiters is to keep the people who joined the Navy healthy enough to go to boot camp and succeed. Every day, Fayetteville recruiters take their delayed entry program recruits to Ft. Bragg's Lee Field House for workouts.

◄ **All recruiters understand** the power of the Navy uniform, but from time to time Fayetteville recruiters conduct a marketing technique called personally developing contacts, or "PDCing." They mingle with Fayetteville's public in pro-Navy civilian clothes which helps them relate to people who may be intimidated by the uniform.



Some Soldiers apparently get tired of wearing green, as well.

Some of the Fayetteville office's most frequent visitors actually come from Ft. Bragg. Prior service and even active-duty Soldiers, many of them on their lunch break from Ft. Bragg and still in their Army uniforms, come to the Navy recruiting office looking for a different life.

"There's no better compliment to a branch of service than to have 'defectors' try to join your ranks," said Blackmore. "A lot of people have the misconception that the Navy is nothing but sitting on a ship in the middle of the ocean for six months, but there's so much more to us than deployments. Once other services reveal that they do long deployments too, doing six months on an air-conditioned ship with three square meals a day and a treadmill a few feet away sounds a lot more appealing than dumping sand out of your boots day in and day out."

The recruiters have also found that just wearing the Navy uniform draws people into Navy recruiting offices.

"Our uniforms are major recruiting tools," said Butler. "I get a lot of compliments about how professional I look in my whites

and blues. People see that I look professional, and once they talk to me they see that I am professional, and that's an attractive combination in today's job market."

Uniforms aside, all of Fayetteville's recruiters sell the Navy using the belief that they have a superior product to the Army, Air Force and Marine Corps.

"We have the upper hand on the Army," said Butler. "We travel a lot more than the average Soldier, we have port calls, and for the few people who think they want to go into the Air Force, we have more planes, too."

In fact, the recruiters sometimes see the Navy as the biggest obstacle to recruiting more Sailors, not the Army.

"We can't ship recruits off fast enough," said Butler. "We don't have enough room at basic training and because of that, we're losing to the other services that can ship a recruit off in less than a week."

In addition to only having one boot camp, the recruiters cite dwindling numbers in popular career field quotas as another handicap. According to Ashworth, most of the people walking into their office want two fields—anything having to do with computers or the medical field. "And the rest all want to be SEALs," he added.

Not being able to give qualified candidates what they want when they want it is just one of the many heartaches of being a Navy recruiter.

"Being a recruiter is a lot of fun because I get people to join a service I'm a big fan of," said Ashworth. "But there's a lot about recruiting that makes this job not for the faint of heart. Selling the Navy is the easy part. The hard part begins after someone has joined the Navy."

The Navy has a delayed entry program commonly referred to as DEP. Qualified recruits join the Navy and simply wait in a holding pattern while going about their daily lives until it's their turn to go to boot camp. Sometimes "deppers" can wait for more than a year before their training pipeline is ready for them to go to boot camp. A lot can happen to a well-qualified recruit in a year, a fact that has grayed the hairs of more than one Navy recruiter over the years.

"A year is a long time," said Ashworth. "Recruits can gain weight, turn into couch potatoes, get into legal trouble and ruin their credit rating if you don't keep a close eye on them. No, getting a person to join the Navy isn't the toughest part of my job;



◄ **They call Fort Bragg**, the home of the Airborne, for good reason—more paratroopers are assigned to the North Carolina military reservation than anywhere else in the world.



▲ **Concrete blocks dedicated** to deceased Soldiers and their family members guide the way to the doors of the Airborne and Special Operations Museum, Fayetteville, N.C. Two other area museums include the 82nd Airborne Division War Memorial Museum and the JFK Special Warfare Museum, both located on Ft. Bragg, dedicated to the airborne units stationed at Ft. Bragg.

it's [getting our depper] safely to boot camp. That's where the real challenge is."


Getting someone to join the Navy is the easy part for Ashworth, because he was trained to sell the Navy. All recruiters receive six weeks of sales-related education at the Naval Recruiting Orientation Unit (NORU) based at Naval Air Station Pensacola, Fla. Potential recruiters learn how to talk to people about the Navy, how to introduce the Navy as a plausible option to people and how to make sure the Navy is getting the right kind of people.

Earning the right to be a recruiter is a challenge in and of itself.

All recruiting hopefuls must complete at least one prescribed tour, receive a commanding officer's endorsement, get released from their rating into the special programs detailer and pass NORU. Recruiters get to pick their naval recruiting district (NRD), which in some cases can cover a lot of square miles. An interview with NRD's

chief recruiter settles the exact location within the district. For Fayetteville-native Ashworth, getting shore duty in his hometown was a two-step process.

"When I talked to the chief recruiter for NRD Raleigh, N.C., the closest I could get to Fayetteville was the town of Lumberton, about an hour south," Ashworth said. "But it worked out well for me there, because that's where I met my wife. We just had our first child and I was able to move to the Fayetteville region where I can go back to E.E. Smith High School, where I graduated in 1997.

Now if only Ashworth can keep his kid from growing up to be a paratrooper. ... 

Pinsky is a photojournalist assigned to All Hands.

► **"Iron Mike"** and more than 50,000

Soldiers cast quite a shadow of influence over Sailors like Navy recruiter MM2 Keenan Ashworth, who competes with the Army and Air Force recruiters at Ft. Bragg, N.C., for prospects. Iron Mike is the Army's monument to the Airborne soldier.

▼ **Educating people** about the Navy as an alternative to the Army and the Air Force is the real work, according to Navy recruiters in Fayetteville, N.C. "Recruiting in an Army town is still recruiting, and that means kissing babies and shaking hands trying to sell the Navy as a viable option as a military career choice," said NC1 Stacey Butler, the Fayetteville-area zone supervisor.



Focus on Service

OVERCOMING FEARS ALOFT

Two-hundred feet is a long way to fall. A real long way. In fact, not many people can climb that distance without shuddering at the thought that a tiny slip will return them to the unforgiving earth below. When at height, it can reduce most people to frightened, panicky shells of their normal selves.

Two-hundred feet is also the distance Interior Communications Technician 2nd Class (SW) Joseph Christensen of USS *San Jacinto* (CG 56) must climb up the forward mast when working aloft. Some would say it's a good thing the Navy is filled with daring, courageous Sailors who laugh in the face of the average person's fears.

But there is no laughter coming from Christensen's direction. This particular daring, courageous Sailor is afraid of heights.

"You won't see me mountain climbing anytime soon," Christensen said with a laugh. "Never. You may see me at base camp, but that's about as far as I'll get."

Fortunately for Christensen, mountain climbing isn't a real problem on a ship. Working aloft, however, is a dilemma that Christensen takes very seriously.

"We go up quite a bit, so it's pretty scary for me," he said. "It gets kind of windy up there, and on a smaller size ship like this one, you feel a lot of rocking and rolling back and forth, depending on the waves and all.

"But it's my job, so I have to keep telling myself 'it's something I have to do, and it'll be over with soon.' Oh, and I try not to look down."

The typical aloft time for a *San Jacinto* IC-man is 30-45 minutes,


according to Christensen, so, for him, a little bit of extra safety is essential to completing a job without a mishap. "[Safety precautions] are personal for me," he says. "We're required to have one dyna-strap on for protection, but I make sure I always grab at least two. And I make sure to check it about 100 times before going up."

When he is not aloft, Christensen, a former *San Jacinto* Junior Sailor of the Quarter, works as an integrated voice communications system technician for the *Ticonderoga*-class cruiser. As one of six people responsible for ensuring shipboard communication equipment is continuously operational, Christensen and his fellow IC-men are constantly performing maintenance and answering trouble calls.

"We're always moving, always working to get things back online as soon as possible," he said, "because if we are out of the limelight, we are in a good light."

Besides toiling over scores of communication equipment, ICs aboard *San Jacinto* get to play the role of TV executive and technician while under way, scheduling and operating the ship's closed-circuit television system.

It makes for a busy daily routine. "We always need to be on our toes so we can stay on top of things," he said. "The days can be long."

And days when Christensen needs to work aloft are even longer. Because 200 feet is a long way down. 

Ludwig is a photojournalist assigned to All Hands.



Story and photo JO2 Charles L. Ludwig

Eye on the Fleet

Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.

► Equipment Operator Constructionman Jeff Glass, assigned to Construction Battalion Unit (CBU/Self Help) 413 at Naval Station Pearl Harbor, helps refurbish the explosive ordnance disposal range with the aid of a 40-ton cruiser crane.

U.S. Navy Photo



◀ A young boy waves an American flag to welcome home aircrew assigned to Electronic Attack Squadron (VAQ) 137 at Naval Air Station Whidbey Island, Wash.

Photo by PH2 Michael Larson



▲ LCU 1600 loads a U.S. Marine Corps Abrams M1-A1 Main Battle Tank aboard USS Saipan (LHA 2).

Photo by PH2 Robert M Schalk



◀ AM1 Ed Pennycook renders a salute to the flight leader of the U.S. Navy Flight Demonstration Squadron "Blue Angels" as the team taxis their F/A-18s for one of many winter training flights.

Photo by PH2 Ryan J. Courtade

◀ Sailors assigned to V-1 Division aboard USS George Washington (CVN 73) participate in a "Scrub Ex" of the flight deck during a no-fly day.

Photo by PH1 Brien Aho



To be considered, forward your **high resolution (5"x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station**. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date. Commands with digital photo capability can send attached .jpg files to: navyvisualnews@hq.navy.mil

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Eye on the Fleet



▲ SN William Reed stands the aft lookout watch on the fantail aboard the nuclear-powered aircraft carrier *USS John C. Stennis* (CVN 74).

Photo by PH3 Mark J. Rebillas



◀ Dentist LT Jeff Lee (left) and DTSN Vincent Washington perform oral surgery aboard *USS George Washington* (CVN 73).

Photo by PHAN Michael D. Blackwell II

▶ MA3 Mark Fenton fires an M-60 machine gun on full automatic during a qualification exercise in Yokosuka, Japan.

Photo by PH3 Gary B. Granger Jr.



◀ AD2 Delone Campbell from Helicopter Anti-Submarine Squadron (HS) 75), performs maintenance on the tail rotor of an SH-60F *Seahawk* aboard *USS Ronald Reagan* (CVN 76).

Photo by PHAN Kevin S. O'Brien



◀ MASN Samuel Hudson stands watch armed with a shotgun inside a camouflaged security post located near one of the gates aboard Naval Air Station Whidbey Island, Wash.

Photo by PH2 Michael Larson

Eye on History

Eye on History is a monthly photo feature sponsored by the Naval Historical Center.

For more photos pertaining to naval history, go to www.history.navy.mil.

1966 ▼

Gunner's Mate 2nd Class William J. Santabar pauses during a busy day aboard USS *Franklin D. Roosevelt* (CVA 42) to read the world's best morale builder. Mail.



▲ 1953

Tugs removed USS *Iowa* (BB 61) from reserve fleet for reactivation and return to duty at San Francisco Naval Shipyard.



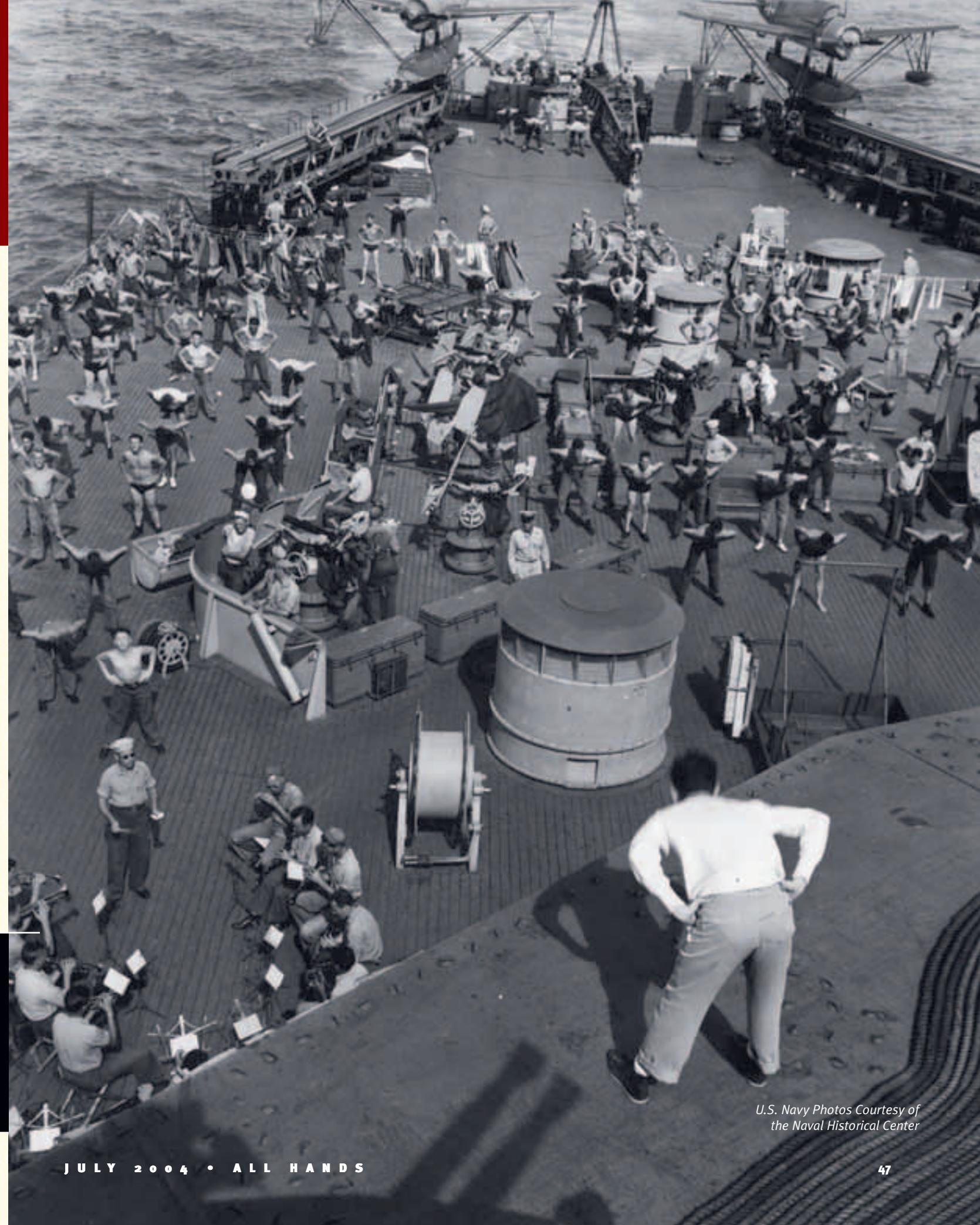
◀ 1943

Dive bombers on an aircraft carrier roar into the take-off run for a smashing blow against a Japanese target in the South Pacific.

1948 ▶

Ships of the *Iowa*-class are always in fighting shape, and so are her crew members.

Calisthenics on the deck of the battleship USS *Iowa* (BB 61) keep muscles in tone, while a band, rehearsing in the left foreground, keeps the musicians in tune.



U.S. Navy Photos Courtesy of the Naval Historical Center

Going Internationally Crazy

Story by J02 Charles L. Ludwig

I probably shouldn't admit this in the pages of an international magazine, but when I was younger, I did some pretty stupid things. I'm talking about downright outrageous risks, stuff professional crazy men like Evel Knievel and others would never even dream of.

Doubt me? Well, listen to this: I used to drink soda while eating pop rocks! (I could have exploded you know.) Not enough for you? Well how about this: I used to drive a car that was NOT equipped with a CD player!

Ever try to jump off of your parents' roof in a single bound ... because there was nothing better to do? I did—when I was a teenager. *I was a rebel.*

But among the craziest things I remember doing was playing a weekly game of rugby at a lot down the street from my house. For us, rugby translated roughly into, “destroy the man with the ball,” so bloody noses, twisted ankles, and occasional broken bones were the rule. The pain didn't matter, because it was all about FUN.

Despite being a “rugby veteran,” I can't imagine any reason why I would ever step on a field with one of the highest-ranked rugby teams in Europe. Why would anyone? You'd need to talk to a group of USS *Wasp* (LHD 1) Sailors to find out.

In March, *Wasp's* rugby team played their first game during a port visit in Valletta, Malta, teaming up with the island's star 'B' team to take on Kavallieri RFC, the two-time defending champion of the Malta Rugby Football Union League.

Teaming up with the Malta Alligators in the game meant 80 minutes of hard-hitting, energy-sapping action in one of the world's most physically demanding sports.

This wasn't your typical destroy-the-man-with-the-ball game, as Disbursing Clerk 3rd Class (SW/AW) Mike Penenori soon discovered.

"I'm still new to the sport so I was bit confused during the first couple of plays," he said. "Yet, practice and playing are totally different. The running and hitting took my body by surprise."

Prior to the match, *Wasp's* team had four weeks of practice to prepare for the spirited contests. That training routine couldn't prepare the Sailors and Marines for the intense physical contact that comes with competitive rugby.

"The opposing team played pretty rough. They didn't hesitate to throw in extra kicks and elbows," said Dental Technician 1st Class Ron Hunter, a North Carolina native (not exactly rugby country). "We've been practicing for about a month, yet nothing can prepare you for the hits, tackles and scrums."

Hits? Tackles and scrums? This sounds vaguely like the game I played before. All that's missing is the bloody noses. But what happened after the game jogs even more memories.

In my “rugby” days, it was common for everyone to finish playing, patch up various injuries and hobble out to a group dinner and a night on the

town. See, in my experience, a dash of craziness here and there brings about a lifetime of camaraderie and friendship. In Malta, those qualities are apparently not lost in translation.

"(The Maltese rugby players) picked us up from the ship, allowed us to play in their match, and took us out for food and drinks afterwards," said Marine Corps Cpl. Joseph Gaughan of Marine Medium Helicopter Squadron (HMM) 266. "The opposing team even came out with us."

Okay folks, let's add this up: 80 minutes of beating each other up followed by a night of merriment and international high spirits. Hmmm ...

I've changed my mind. Call me for the next game. ☞

Ludwig is a photojournalist assigned to All Hands.



DEADLINE

July 15



All Hands' photo editors are looking for this year's top photos for the October "Any Day in the Navy" issue. Deadline for submission is July 15, 2004. Send your best shots taken between July 1, 2003 and July 1, 2004 to: anyday@mediacen.navy.mil
For information on submissions go to:

www.mediacen.navy.mil/still/anyday.htm

ANY DAY IN THE NAVY

**Alcohol-related motor vehicle crashes
kill someone every 30 minutes
and nonfatally injure someone every two minutes.**